

I-64 Incident Command Monthly Report June 2008

AM and PM Peak Periods

Incident Management

Overall, in June, there were 1423 incidents impacting traffic or in the lane, an increase over April 2008. These incidents included stalls, crashes, abandoned vehicles, and vehicle fires. In addition to the vehicle related incidents, the following significant incidents impacted traffic patterns.

1. **On June 6** – flooding at the interchange of I-44 and Rte.141, closing lanes in northbound and southbound directions, impacting the PM rush hour period.
2. **On June 10** - a major incident on northbound I-270 @ Mo Bottom Road impacted the PM rush hour period. Traffic was diverted on I-70 and I-270.
3. **On June 24** – flooding along Rte.370, causing Rte.370 to be closed due to the waters and wildlife on the roadway.
4. **On June 26** – a fatal crash on northbound I-55, closing 3 lanes, caused excessive delays from Rte.61-67 to near downtown for the majority of the AM rush hour period.
5. **On June 26** – a major incident involving a tractor trailer occurred on northbound I-270 at Rte.AB, causing delays south of Rte.100 during the PM rush hour period.

With traffic volumes relatively stabilized, the main contributing factor that impacts the freeways is incidents.

Freeway Management

The Variable Speed Limits (VSL) along I-270 and I-255 were fully functional since May 22, 2008. Although the VSL's have been utilized for both recurring and non-recurring congestion, the actual results on performance and impact of the VSL system is not yet available.

In general, however, traffic patterns have changed due to the onset of the summer season, specifically during the AM rush hour periods where decreases in delays have been experienced.

The following segments are a representation of the traffic volume changes and travel times during the AM and PM rush periods. Attached are detailed charts for each interstate. **Travel times remain relatively the same across the months. All increases in the average upper limit are attributed to incidents.**

Summary of Morning Rush Period:

Segment	Peak Hr Vol													
	Jan	Feb	Mar	April	May	June	Before	Jan	Feb	Mar	Apr	May	June	
I-270 westbound at Chain of Rocks	30%	15%	30%	20%	10%	10%	4099	5231	4694	5376	4876	4554	4471	
I-270 northbound from I-55 to I-44	10%	5%	5%	5%	10%	10%	4620	4990	4989	4966	4876	5072	5082	
I-270 northbound from I-44 to I-64	25%	20%	20%	20%	15%	-5%	4778	5953	5800	5840	5652	5521	4485	
I-255 eastbound at Jefferson Barracks	80%	70%	75%	85%	85%	75%	1088	1976	1856	1885	2853	2009	1879	
I-70 eastbound from I-270 to I-170	15%	10%	-5%	10%	-5%	45%	3236	3759	3610	3049	3516	3064	4704	
I-70 eastbound from I-170 to downtown	-5%	-15%	-10%	0%	-5%	-10%	4421	4113	3780	3677	3976	4244	4086	
I-44 eastbound from I-270 to downtown	-20%	-20%	-25%	-25%	-15%	-10%	3590	2902	2948	2727	2703	3098	3222	

Travel Times

Before	January	February	March	April	May	June
10min	9-11min	10-13 min	9-13 min	9-13 min	9-13 min	9-11min
6min	6-10min	6-10 min	6-16 min	6-13 min	6-14 min	6-7min
7min	7-9min	7-10 min	7-10 min	7-10 min	7-10 min	7-9min
4min	4min	4 min	4 min	4 min	4min	4min
4min	4min	4-5 min	4 min	4 min	4min	4min
11min	11-16min	11-23 min	11-15 min	10-14 min	10-13 min	11-14min
16min	14min	14-15 min	14-16 min	14-15 min	14min	14min

Summary of Evening Rush Period:

Segment	% Volume Change						Peak Hr Vol						
	Jan	Feb	Mar	April	May	June	Before	Jan	Feb	Mar	Apr	May	June
I-270 eastbound at Chain of Rocks	40%	30%	40%	30%	50%	45%	4398	6148	6082	6034	5764	6518	6316
I-270 southbound from I-64 to I-44	5%	5%	-5%	0%	10%	10%	5366	5629	5053	5230	5256	5799	5716
I-255 eastbound at Jefferson Barracks	-45%	-45%	-40%	0%	-35%	-40%	2693	1548	1459	1557	2545	1801	1607
I-70 westbound from I-270 to I-170	60%	60%	60%	50%	45%	40%	2875	5043	5005	5093	4745	4583	4425
I-70 westbound from I-170 to downtown	-20%	-20%	-10%	0%	-35%	-30%	5357	4409	4198	4128	4297	3555	3630
I-44 westbound from I-270 to downtown	20%	15%	10%	15%	20%	20%	3992	4674	4616	4455	4560	4876	4796

Travel Times

Before	January	February	March	April	May	June
12Min	12-22min	13-28 min	12-29 min	12-30 min	12-20 min	12-19min
9Min	7-19min	7-23 min	7-26 min	7-23 min	7-21 min	7-24min
4Min	4min	4 min	4 min	4 min	4min	4min
4Min	4min	4-6 min	4-6 min	4-6 min	4min	4min
12Min	11-18min	11-21 min	11-15 min	11-14 min	11-13 min	11-15min
16Min	14-16min	14-16 min	14-25 min	14-16 min	14min	14-16min

I-70 Reversible Lanes

The reversible lanes on I-70 have traditionally operated in the EB direction during the AM hours, and in the WB direction during the PM hours. Their operation was switched on January 8th to mitigate significant travel delays in the WB direction during the AM peak, and in the EB direction during the PM peak. On holidays and snow events, the Reversible Lanes are set in the eastbound direction.

The data continues to support the direction of the reversible lanes.

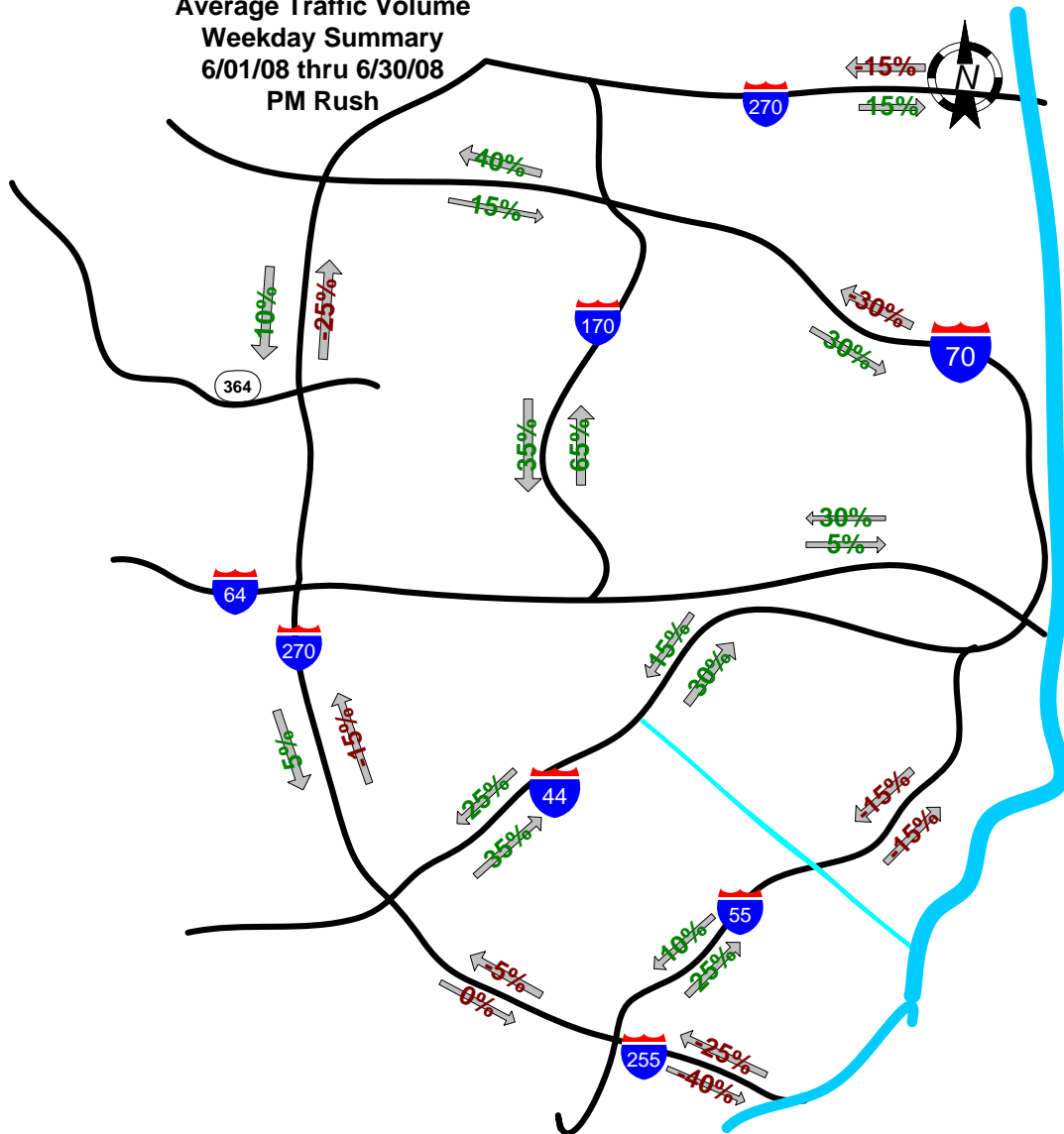
- Westbound AM volume was 1735 vehicles higher than Eastbound AM volume, an average of 430 vehicles per each hour during the peak rush period.
- Eastbound PM volume was 2194 vehicles higher than Westbound PM volume, an average of 549 vehicles per each hour during the peak rush period.
- A decrease in AM and PM volumes on I-70 compared to May 2008.

Please note that the volumes compared are totals for the four hour rush periods both in the AM and PM.

Following are map views of the Average Monthly Traffic Volumes (AM and PM Rush periods) compared to average baseline volumes from October 2007. The percentage change was derived using data from MoDOT sensors and Traffic.com sensors.

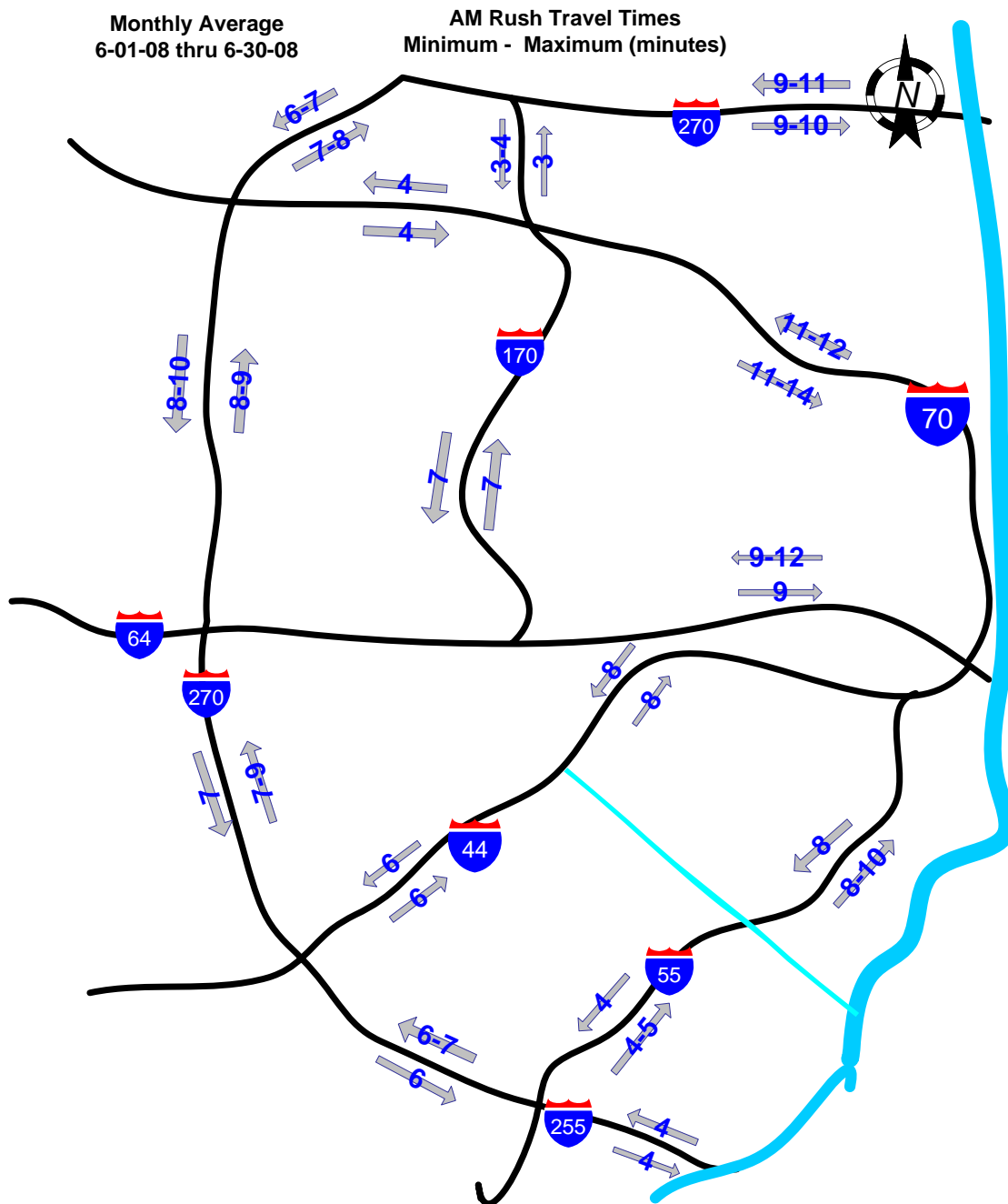


Average Traffic Volume
Weekday Summary
6/01/08 thru 6/30/08
PM Rush



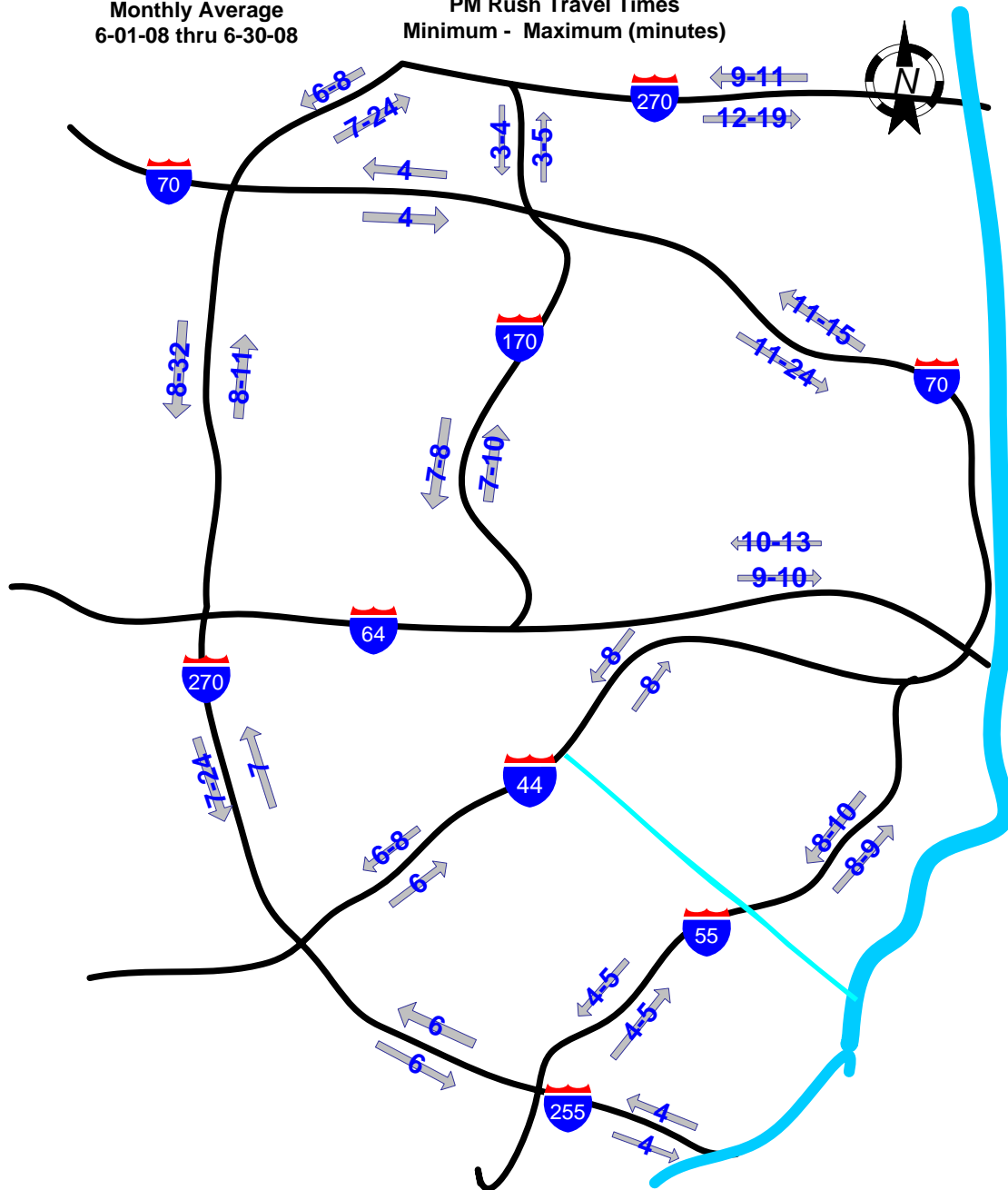
Regional Travel Times

Following are maps that depict the Average Travel Time experienced throughout the month of March. There is a map for the AM Rush Period and the PM Rush Period.



Monthly Average
6-01-08 thru 6-30-08

PM Rush Travel Times
Minimum - Maximum (minutes)



Arterials

The following segments are a representation of the traffic volume changes and travel times during the AM and PM rush periods. On the arterials, the peak travel times are from 7:30 – 8:30 during the AM peak and 4:30 to 5:30 during the PM peak.

Volumes

Summary of Morning Rush Period Volumes:			
Segment	Volume percent change	Peak Hr Vol	
		Before	June
Route 141 North of I-44	0%	7400	7200
Page at Schuetz	10%	7300	8300
Olive at Ballas	70%	3100	5200
Manchester at Lindbergh	15%	3300	3800
Southbound Lindbergh at Manchester	350%	900	3100
Northbound Lindbergh at Manchester	-40%	2400	1300

Summary of Evening Rush Period Volumes:			
Segment	Volume percent change	Peak Hr Vol	
		Before	June
Route 141 North of I-44	-5%	8900	8300
Page at Schuetz	15%	8900	10300
Olive at Ballas	25%	6500	7700
Manchester at Lindbergh	20%	2600	3100
Southbound Lindbergh at Manchester	-40%	4300	2500
Northbound Lindbergh at Manchester	-65%	2300	800

Travel Times

Summary of Morning Rush Period Travel Times				
Segment	Travel Times at 7:30 AM		Travel Times at 6:30 AM	Time Saved by Shifting 1 hour
	Before	June	June	
Route 141 – 44 to 40/64	14 min	15 min	10 min	5 min
Page – 270 to 170	13 min	13 min	9 min	4 min
Olive – 141 to 170	22 min	18 min	14 min	4 min
Manchester – 141 to Hanley	25 min	22 min	18 min	4 min
SB Lindbergh – 70 to 44	25 min	23 min	21 min	2 min
NB Lindbergh – 44 to 70	29 min	26 min	24 min	2 min

Summary of Evening Rush Period Travel Times				
Segment	Travel Times at 4:30 PM		Travel Times at 3:30 PM	Time Saved by Shifting 1 hour
	Before	June	June	
Route 141 – 40/64 to 44	19 min	17 min	13 min	4 min
Page – 170 to 270	13 min	10 min	9 min	1 min
Olive – 170 to 141	20 min	18 min	15 min	3 min
Manchester – Hanley to 141	39 min	24 min	22 min	2 min
SB Lindbergh – 44 to 70	33 min	27 min	24 min	3 min
NB Lindbergh – 70 to 44	29 min	27 min	25 min	2 min